

No. 3134 Survey held at Montrose Date 5th March 1864
on the Schooner MAORI Master J. Hoarn
Tonnage Old 184 Built at Montrose When built 1864 Launched 25/2/64
New 124.51
By whom built James Strachan Owners D. Sutherland
Port belonging to Montrose Destined Voyage not fixed
If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft				Extreme Breadth Outside				Depth of Hold			
88.17				22.08				11.08			
Feet.				Inches.				Feet.			
Inches.				Inches.				Inches.			
Scantlings of Timber.				Thickness of Plank.							
Timber and Space				Outside.				Inside.			
Floors				Garboard Strakes				Limber Strakes			
1 st Foothooks				Garboard to Bilge				Bilge Planks No. 2			
2 nd Ditto				Bilge Planks No. 2				Ceiling in Flat			
3 rd Ditto				Bilge to Wales				Ditto Bilge to Clamp			
Top Timbers				Wales				Hold Beam Clamps			
Deck Beams				Topsides				Deck Beam Ditto			
Deck Beams, length amidships				Sheer Strakes				Ceiling 'twixt Decks			
Hold Beams				Plank Sheers				Hold Beam Shelves			
Hold Beams, length amidships				Waterways				Deck Beam Ditto			
Keel				Ditto, faying surface against Timbers				Treenails			
Scarphs of Ditto				Upper Deck							
Keelsons				Lower Deck							
Scarphs of Ditto											

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft				Transoms and throats of Hooks				Hold Beam Bolts in			
Scarphs of Keel				Arms of Hooks				Knees			
Keelson Bolts through Keel at each Floor				Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors				Deck Beam Bolts in			
Bolts through Heels of Timbers against Deadwood				Butt End Bolts				Nails			
				Pintles of the Rudder				Treenails			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of German Oak The First Foothooks of German & Brit Oak

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than 2 1/2 Feet 3.6 to 3.8 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are

The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the

frame is well squared

The alternate Frames are each bolted together to the Gunwale. & all built in frame N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Brit Oak

The Main Keelson is Sarch & Ruder Ger Oak and free from all defects. The Main piece of Windlass is Brit Oak

The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Brit Oak Deadwood, of British Oak and are free from all defects.

The Deck and Hold Beams consist of Ger Oak The Breasthooks of Iron The Knees of Iron & Brit Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is } Amer Elm

or to the First Foothook Heads } } & Ger Oak

From the above named Height to the Light Water Mark

From the Light Water Mark to the Wales German Oak

The Wales and Black-strakes are German Oak The Topsides German Oak

The Sheer-strakes and Plank-sheers German Oak The Waterways { Upper Deck Red Pine & Ger Oak

The Decks Yellow Pine { Lower Deck Red Pine

The Shifts of the Planking are not less than 5 Feet 4 Inches. N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought Three between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak

The Ceiling, Lower Hold, and between Decks German Oak Shelf Pieces and Clamps German Oak

Fastenings.—To Hold Beams 16 Lod Iron knees to each end of 3 mid Beams & 13 Beam of fore-castle and

Breast Beam of Cabin sole single turned at each end & also 3 pair Hang Iron knees & 13 pair Rider applied

to mid Beams (with other Riders to deck Beams)

Deck Beams doweled to shelf & inner wall & scored 1/4 into Beams & thro bolted 2 spaces for 2 aft each side

double & single Lod Iron knees of Brit Oak & staple Iron knees in Marl rooms 14 pair Hang Iron knees 3 pair Rider carried

down round Belly over floor ends & span Rider Brit knees

Number of Breasthooks 3 pair under deck 1 above Pointers 2 pair under Hooks Crutches 1 pair aft

Butts End Bolts are of Yel Mel in the Bottom, and two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes Yel Mel bolted through and clenched. Treenails of Brit Oak & a few Ger Oak How Made 1 pair Engine turned

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature James Strachan Surveyor's Signature Thomas Alexander

Lloyd's Register

DN105-0373

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms. Inches.		N ^o .	Weight.
1	Fore Sails,	Chain	43 110	1 1/2 16	Bower,	2	7. 2. 10 <i>Body</i> 6. 0. 25 <i>Tail</i>
1	Fore Top Sails,	Hemp <i>Iron</i> Stream Cable	75	3/4			
2	Fore Topmast Stay Sails,	Hawser	70	7	Stream,	1	2. 2. 17
1	Main Sails, <i>& Tysail</i>	Towlines	75	6			
1	Main ^{<i>Gaff</i>} Top Sails,	Warp	75	5	Kedge,	1	1. 2. 16
and <i>other sails reg'd</i>		All of <u>Good</u> quality.	75	4			

Her Standing and Running Rigging are Hemp sufficient in size and _____ in quality.

She has one 16 ft Long Boat and one Capstan Good Rudder Good Pumps 2 metal

The present state of the Windlass is Good fitted with punches

General Remarks and Statement and Date of Repairs, if any.

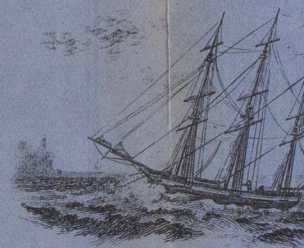
DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	5 th Sept ^r	25	18. 27	5. 12. 19. 28	3. 10. 17. 24
	2nd. When the Beams are put in, &c.	3 Oct ^r	7m	8m	9m	10m
	3rd. { When completed, and before the plank be painted or payed }	26 Dec ^r	7. 14. 21. 28	11m	5. 12. 19. 26	9. 16. 23. 30

A well bound vessel built of good materials in quantity
Is flush decked with square stern formed without transoms
the stern & Counter timbers filled in to abutt against after Cant
& Combined together by the outside planking & Ceiling. Hooks bear
Has been specially surveyed while building under order No 122

43 fathoms of Bower Cable are on hand which the owner had in store for which there
testy Certificate I have requested this to be tested & certificate produced
Recommend the figure being attractive for outfit



Two Sheds
CHEAP
from our
for the use



Present condition of Caulking of Bottom, efficient Deck, efficient and Waterways efficient

If Sheathed, Doubled, Felted, or Coppered single bottom When last done _____

I am of opinion this Vessel should be Classed SA

The Amount of the Fee.....£ 2 : " : " is received by me, Thomas Alexander

Special£ 6 : 5 : "

Certificate£ : : "

Committee's Minute 11 March 1864

Character assigned A 1 for 8 Years



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Foundation